



EXHIBIT 2  
DATE 2-14-2011  
HB 507

**ATA**  
AMERICAN  
TRUCKING  
ASSOCIATIONS  
Driving Trucking's Success



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RE: HB 507

Mr. Chairman members of the committee for the record my name is Spook Stang Executive VP of the Motor Carriers of Montana.

MCM and our 600 members would like to go on record in strong opposition to HB 507.

First of all the Whereas are inflammatory and not truthful as these loads must follow the bridge formula used by the MDT so they do not damage Montana's Roads and cause those who pay taxes undue hardship. Secondly the trucking industry in Montana pays around 49% of the fuel taxes in Montana and uses less than 10 % of the lane miles.

The restrictions set forth in this bill would cause many Montana businesses undue hardships and excess paperwork. For Example Pre Tex, right here in Helena, is in the business of producing concrete beams for highway construction projects and many times have a very short time frame in order to ship their bridge spans. A one year delay in delivery of these projects would add unnecessary costs and delays for the traveling public and increase the cost of highway projects.

We disagree with the cumulative impact provisions in this bill as many times this equipment is just passing through Montana on its way to a project in another state or country. Projects which the citizens of this state have no say in. The term is also very subjective.

There is a company in Billings that is looking at producing modules for oilfield use and all this bill would do is add more confusion to a permitting process. They would be already producing these modules but the Canadian company they are working with is nervous about the permitting process and till they see it works are reluctant to give a contract to this Montana company to produce the products here in Montana and provide much needed jobs.

I would also like to point out that the turbines that run Montana's many wind farms and generate green energy range in weight from 260,000 to 350,000 lbs. If they had to go through this process many of them would not be online today or not at all. This proposed process would add unnecessary delays and costs to these projects which would ultimately be paid by the rate payers in this state.

Last but not least the MDOT in the last 2 years has issued 413 permits for loads in excess of over 250,000 that require permits and analysis by MDT which is paid for in fees. This process has been in place for as long as I have been around and it works.

MCM and its members urge you to table HB 507